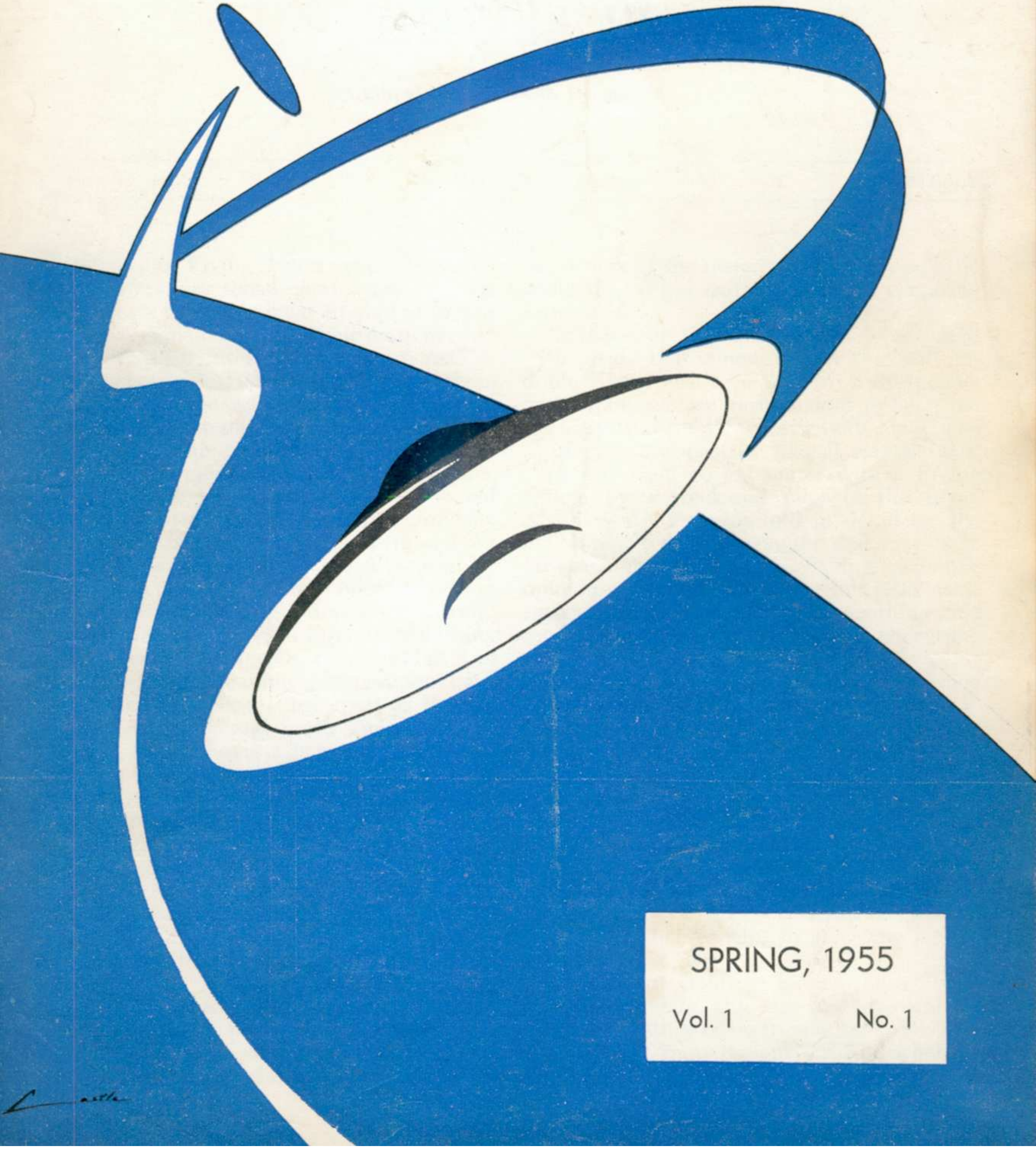
FLYING SAUCER REVIEW



SPRING, 1955

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FLYING SAUCER REVIEW

Edited by: **Derek D. Dempster**

VOL. 1 NO. 1 SPRING 1955 QUARTERLY

EVER since Flying Saucers came on to the contemporary scene eight years ago, the majority of people have attempted to find terrestrial explanations for their existence. At the outset their interpretations were reasonably acceptable. They could explain them away as meteorological balloons, electrical phenomena and temperature inversions.

But the scene has changed considerably since the early days. Evidence of the existence of solid vehicles of unaerodynamic shape and performing in a manner thought technically impossible has been accumulated throughout the world, largely from reports submitted by responsible civil and military pilots who have come across them singly and in formation; keeping station with their aircraft or flashing past at tremendous speeds; close and far. And to add to it all, genuine photographs have been taken in places as far apart as Britain, America, Australia and South Africa.

FLYING SAUCER REVIEW, in no way connected with the defunct American newsletter of the same name, is the result of an overwhelming world demand for a professionally-produced journal on unidentified flying objects.

Its aim is to obtain and analyse as many reports and photographs as possible and to publish those considered authentic and important. Unpublished accounts and pictures analysed will be classified and filed for reference purposes.

To Flying Saucer students a lot of ground covered in this issue of the FLYING SAUCER REVIEW is not new. But, being in the minority, they will appreciate the need to reiterate for the benefit of the majority who know so little about the subject and at whom this magazine is directed.

At the same time they will be confronted with plenty that is new; plenty that will undoubtedly arouse comment from the people from whom we are most anxious to hear; the scientists and public whose minds have been satisfied in the past by official explanations.

In this issue an encounter with a Flying Saucer by a week-end pilot of the Royal Auxiliary Air Force is told in detail for the first time. It is an encounter that may have far-reaching effects in swaying scientific opinion over to, if not credulity, at least recognition of the fact that something that must be intelligently investigated is cruising around our planet.

The officer in question has an unblemished record and is held in high regard by the R.A.F.

There is, too, in this issue, a possible explanation to the B.O.A.C. " Stratocruiser " incident over Labrador last July, together with a theory on Flying Saucer propulsion.

We think they will arouse comment; and as far as we are concerned the more comment the better, since our task is to use every means available to find a solution to the Flying Saucer mystery; and every scrap of information, every theory helps to piece the jig-saw together.

We do not claim to know where Flying Saucers originate, although there is plenty to suggest that they come from outer space. One day we shall know the answer. And when we do, we shall have reached our first goal.

WEEK-END PILOT IN NEAR COLLISION WITH FLYING SAUCER

Flight-Lt. J. R. Salandin climbs into his Meteor fighter.

IF Flight-Lieutenant J. R. Salandin, a week-end pilot of No. 604, County of Middlesex Squadron, Royal Auxiliary Air Force, had not been sceptical about Flying Saucers before his near collision with one last October, the Air Ministry might have had one of the first authentic cine records ever taken and been closer to solving the riddle of the unidentified flying objects than ever before.

Reporting for duty after lunch on October 14, Jimmy Salandin climbed into a Meteor Mk. 8 jet fighter and at 4.15 took off from North Weald, Essex.

The sky was blue and cloudless, and as he climbed in a southerly direction towards the Thames Estuary he spotted two Meteors in formation high above him leaving vapour trails behind them.

As his aircraft climbed, Salandin kept his eyes on the two fighters and every now and then checked his instruments and position.

The altimeter was reading just over 16,000 ft. and Southend was just looming up beneath him when he saw two circular objects streaking between the two Meteors, travelling in the opposite direction.

He watched them until they reached nine o'clock high—a position high on his port beam —when they disappeared beyond his range of vision. Reporting the incident later, Salandin said: "One was silvery and the other gold in colour."

But the shock was yet to come. When he turned to look through his windscreen he was horrified to see another object coming straight for him at his own level.

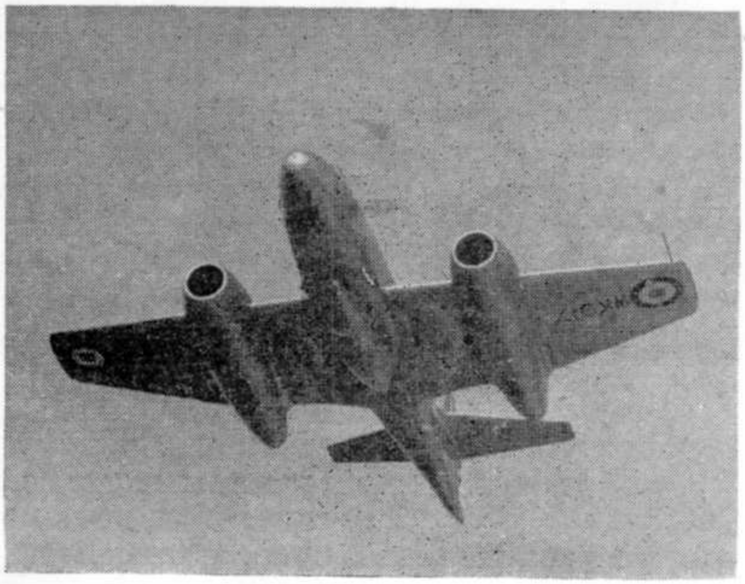
"The thing had a bun-shaped top, a flange like two saucers in the middle and a bun underneath," he said, describing it later. "It was silvery in colour and could not have been far off because it overlapped my windscreen."

A Meteor fighter's 37-ft. span wings just fill the windscreen at 150 yards.

As it closed in the object changed direction and passed Salandin on his port side.

"It was travelling at a tremendous speed," he reported and added: "I was so shaken I had to fly around quietly for about ten minutes to recover. I told control over the R/T (radio / telephone) what had happened."

What gripes Jimmy Salandin now is that he did not press his camera-gun button. "The thing was right in my sights," he says wistfully. "Next time I'll be on the ball."



At 150 yards the 37 foot span wings of a Meteor fill the windscreen.

DOWN TO EARTH PAPER ACCEPTS SAUCERS

NEWNES "Practical Mechanics," one of Britain's most down to earth technical monthly magazines, has expressed belief in Flying Saucers in an article discussing salient points in the debate between two opposing schools of thought.

They are "realities existing inside and/or outside our atmosphere," it stated. "Many hundreds of sightings are now on record and in most cases have been witnessed by more than one person."

Radar contact and tracking of unidentified flying objects has occurred, added the author, "Theorist"; but whilst it is possible that a few atmospheric phenomena, such as special cloud forms, could convey the impression of solidity, "they are not in the habit of racing back and forth across the sky in neat formation, nor of sudden ascent and descent; nor do they possess circular windows from which a strong, steady, blue light is emitted."

Radar has not recorded patches of reflected light, yet many people hold tenaciously to the idea that "Saucers" are such patches. "Their dilemma is obvious," he said. "They must either give up their 'light saucers' and listen to the oracle or radar; or they must concede radar the ability to track the movement of reflected light."

Meteors and meteorites do not have return tickets, nor are they allowed to change their direction, he said.

STAR PUZZLED

BROADCASTS reporting a Flying Saucer crash picked up on his car radio as he drove across America has baffled stage and radio star Hughie Green since June, 1947.

He was driving alone from Hollywood to Philadelphia for a business appointment and was tuned in to broadcasting stations most of the time "because it's a long and boring trip."

But let Mr Green take up the story.

"About 250 miles out of Philadelphia," he said, "a commentator interrupted the programme to announce that a Flying Saucer had crashed in New Mexico and that the Army were moving in to investigate.

"Later the programme was interrupted again and quite a few details were given.

"Several newsflashes about the incident from various stations followed. The last I heard was just before reaching Philadelphia. The announcer promised further bulletins. None followed.

"When I got there I bought all the newspapers I could lay my hands on. But not one carried the story. And questions at the radio stations just drew a blank. It's mystified me ever since."

This is not the first time the story has been heard. But it is the first time someone who actually listened in to the transmissions has been interviewed.

The question arising from Hughie Green's account is: "Do the Americans have a Flying Saucer in their possession?"

Reports from America suggest that the U.S.A.F. has more than one. One, or parts of one, at Wright Patterson Field, the American Farnborough, and another at Edwards Air Force Base, the U.S. equivalent of the Ministry of Supply's experimental station at Boscombe Down.

Flying Saucer enthusiasts all over the world believe there is some truth in the story but that it is being as carefully guarded as any atomic or military secret for fear of causing public panic.

In London the Air Ministry persists in not having a clue about Flying Saucers. And the indications are that they would give a lot to know what they really are.

AMERICAN LETTER

A FLYING SAUCER has landed in Missouri, claims rancher Buck Nelson in a letter dated January 22 to FLYING SAUCER REVIEW.

"I saw it over me as low as 100 ft. before it landed on the back of my 80-acre ranch about 800 to 1,000 ft. from my house," he said.

"I had a very clear, close-up view when it was directly over me at the back of my house near the kitchen door. It flew low and stood still in the air for several minutes.

"I rushed into the house to get my reflex camera, but when I returned it had raised up into real low clouds with two other such craft.

"I took several snaps with my camera," he added. "One snap shows two space ships among the clouds fairly clear.

"The picture of the Saucers and the story were published in the newspaper here. Many people came to see me in cars from all over the states of Missouri, Illinois and Arkansas; as well as scientists and astronomers from New York and California.

"All claimed them to be Flying Saucers (Space Ships) from another world outside our solar system."

[We are investigating this and hope to publish a full report with pictures in the next issue of F.S.R.—Ed.]

There seems a mistake here. It was only 24/6/47 that Arnold reported the first

IMPOSSIBLE! POSSIBLE! FACT!

by W. J. Brown

EVERY new idea—it has been said—passes through three phases. In the first, men say of it—"*Impossible! Ridiculous! Absurd!*" In the second, they say—"*There may be something in it.*" In the third they say—"*We always knew it!*"

The idea of "Flying Saucers," of space-ships coming to or near the earth from somewhere in outer space, has certainly experienced the first phase. It was an affront to Orthodoxy, and whenever anything affronts Orthodoxy, the orthodox rise in wrath and do their best to destroy the invading heresy.

There is plenty of precedent for that, in all fields of life. A very close precedent, in the present instance, may be found in the attitude of mind of European man during the centuries which preceded the discovery of America. During those centuries, the sea must have deposited on the shores of Europe many things which pointed to the existence of land or lands out there to the West. But the mind of European man was so constituted that that idea could not find entrance to it. The land ended with the shores of Europe. To the West there was nothing but the rim of the world—and after that, the Void. The evidence of land to the West was not rejected. It was never even *considered*. And when, in the fullness of time, Columbus appeared and propagated this hitherto unthinkable idea, it took him years of struggle and heartbreak to persuade men even to provide the means of determining whether the idea was nonsense or not. Ultimately the means were provided. "And lo! Creation widened then its view!" The New World was discovered—and a new chapter opened in the history of Man.

Angles and Lights

So, when strange phenomena suggesting the possibility of space-ships from outer space began to occur, or more precisely, to be noticed, Orthodoxy took its usual stand. It sought to explain these odd phenomena in terrestrial terms. They were to be accounted for in various ways, as—aeroplanes seen from an unusual angle; light reflected from earth on to the clouds; spots on the retina of the eye of the observer; self-hypnotism; and even collective hypnotism, and so on.

But the phenomena persisted, and they were reported from many parts of the world by observers of such standing that they could not be easily dismissed. The American Air Force issued to its pilots and observers a long and detailed form for the recording of any strange phenomena observed by them. Thousands of recorded instances were meticulously examined by experts who knew all about freaks of weather, optics, refraction of light, and the rest. The conclusion was that most of the recorded phenomena *were* susceptible to explanation in terms of terrestrial cause and effect. But there remained an obstinate residue (put at five per cent) which the experts declared to be incapable of explanation in terrestrial terms.

The idea of the Flying Saucer had reached the second stage—"*There may be something in it.*" It is in this stage that it stands today. What is the appropriate attitude for reasonable men to adopt towards it?

Countless Millions

Well, if you believe, as men used to believe (but yesterday as time goes), that this earth is the only place in the Universe where life exists, you can dismiss the Flying Saucer straightaway. But who can believe that today? The scientists do indeed dismiss the possibility of the existence of life on the other planets of our own little solar system. They do not find, on the other planets, the atmospheric and other conditions which would make our sort of life possible. But is there any reason to suppose that our sort of life is the only possible sort? And our little system is only one out of millions of systems in the galaxy of which it forms part. And that galaxy is, in turn, only one of countless millions of galaxies in the Universe. To suppose that nowhere but on this tiny earth does life and consciousness exist would seem to be, of all conceivable vanities, the greatest. Dr. Fred Hoyle, taking as a basis the fact that life exists on one out of the nine planets of our system, estimates that about ten per cent of the planets of the other suns in the Milky Way may bear life. That would give us hundreds of thousands of life-bearing planets in our galaxy alone.

Next, are we to assume that nowhere in this vast Universe has life ascended to higher levels of intelligence and control of matter than it has on this earth? Are we to assume that Man as we know him represents the crown and summit of intelligent creation? That seems to me to be hardly less vain than the assumption that life exists nowhere else in the Universe than here on earth.

Third, assuming that life exists elsewhere, and assuming, further, that some forms of life are more highly evolved than is Man, are we to assume that these higher forms of life are any less curious about this odd Universe in which they live than we on earth are? To us, the Universe is a miracle which excites our continual

wonder and curiosity. We burrow into the earth, we go into the depths of the sea, we fly the skies, we extend our range of vision by immense telescopes and ever-more discriminating microscopes, all to learn more and more about the Creation of which we are a part. We seek to penetrate "The Riddle of the Universe," as Haeckel called it. We seek to unravel what Maeterlinck called "The Great Secret." I see no reason for assuming that other forms of life on other heavenly bodies are any less curious, any less avid to find the answer than we are.

Evidence

From these three considerations I draw the conclusion that it is possible, and even probable, that in various ways the beings on other worlds are interested in this earth, that they seek to know more about us, and that they probably try to communicate with the Earth. I admit the possibility that they may have solved the problems of space-travel on which we are only making a tentative beginning. I think they may have methods of propulsion as yet completely unknown to us.

That is as far, I think, as a reasonable man may yet go. The rest depends on the evidence. The evidence does not convince me that what I think are possibilities, and even probabilities, are actual facts. Nor must we blind ourselves to the possibility of fraud in the bringing of evidence. But in the same way that the discovery of fraud, say, by spiritualist mediums does not discredit the weight of evidence which has now accumulated for the existence of extra-sensory phenomena and perception, so an admixture of fraud or self-deception should not discredit well-attested facts as and when we find them in the field I am discussing. The whole history of science should have taught us long since that "there are more things in heaven and earth than are dreamt of in our philosophies." Flying Saucers *may* be one of them.

"We should sit down before fact like a little child." But we must be sure that it is fact, not escapism, not wishful-thinking, not romanticism. The great need is to assemble the reports of the phenomena, to weed out all that could be accounted for by earthly causes, and then to assess the significance of the remainder.

Earlier on, the orthodox scientists dismissed with derision the idea that the freakish weather being experienced by the world could have any connection with atomic explosions. But I notice that the Meteorological Commission of the United Nations, on which all the great powers, including Russia, are represented, has now set up a committee to gather information about the weather's freaks of late, and to consider what, if any, connection there is between them and the increase of atomic radiation in the world. This I take to be a sign that the scientists are less confident in dismissing atomic radiation as a possible cause of the vagaries of the weather than they were, and are now very properly setting to work to assemble the facts and to interpret them. We need a similar body, a similar investigation, a similar assessment of the evidence, about the odd phenomena of the skies.

The Clipper

I conclude with an experience which may or may not have any significance. In my boyhood there was a boys' weekly paper which, long before the aeroplane was in anything more than its most primitive and experimental stage, ran a serial called "The Clipper of the Clouds." It depicted what appeared to be an immense ship, equipped with propellers, used helicopter-wise and propulsion-wise, which glided over mountains and seas with consummate ease. Some forty years later I crossed the Atlantic in a contraption very like this. And it was called "The Clipper"! Today the minds of the children are as full of space-ships as the minds of my generation of children were full of the aeroplane. There may be a parable in this.

It may be, in another sense than that in which the words were originally used, "the children of this generation are wiser than the children of light. . . ."

SPACE HEATED COCKPITS

THE crew of a U.S.A.F. "Starfire" jet fighter that crashed near Utica, New York, last July, reported after baling out that the cockpit of the plane had become unbearably hot.

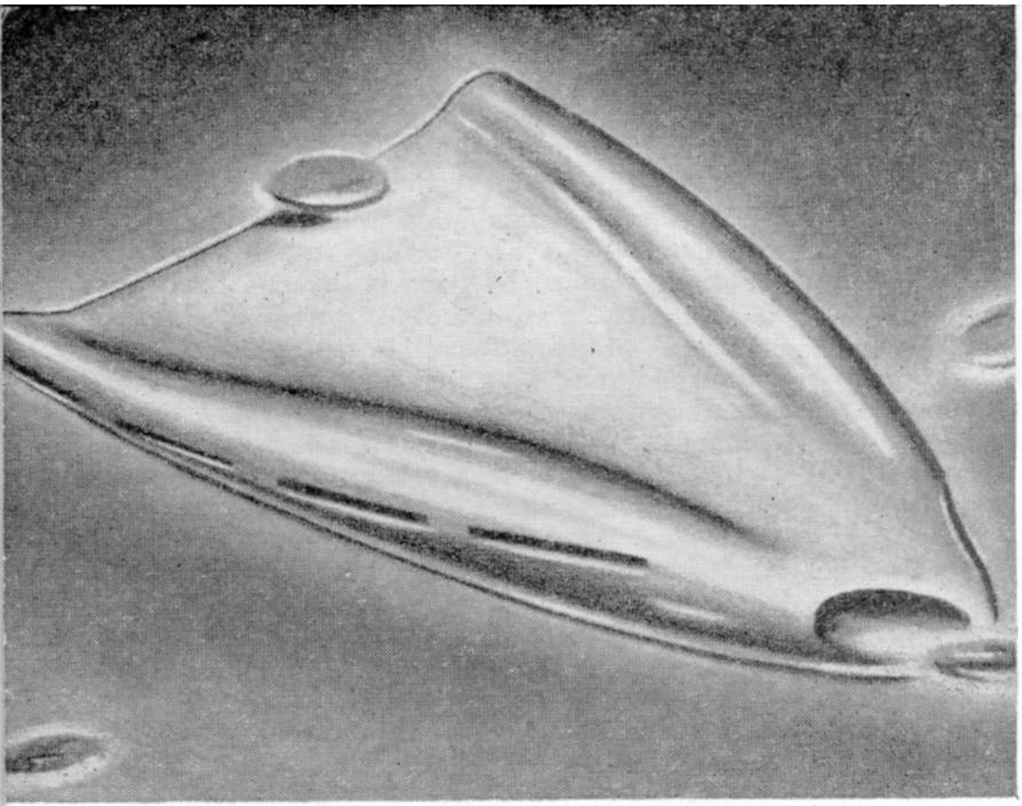
The sortie was officially described as "an active intercept mission" which was "successfully accomplished" although the target was never disclosed.

A year ago one of the test pilots of the French Fouga Aircraft Company of Pau, Lower Pyrenees, reported approaching an unidentified flying object hovering near the town in the aircraft he was piloting but that he was forced to turn away because of the intense heat built up in the cockpit.

When he turned back to have another look at the Saucer it accelerated away at great speed.

Describing the object, he said it was like an inverted saucer with a dome on top.

The characteristics of both incidents indicate some connection.



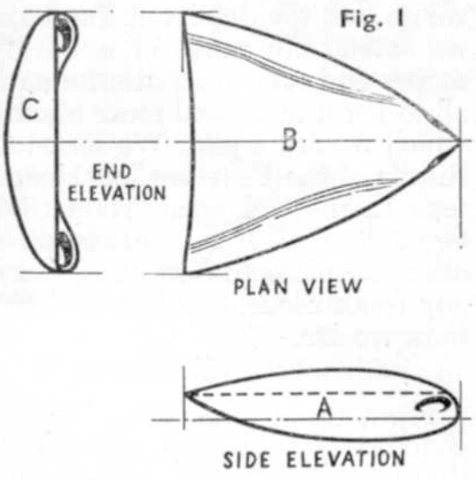


Fig. 3. The "ocean-going" space ship with "flying saucer" scout pinnace "entry-exit" apertures in the nose.

MYSTERY OVER LABRADOR

by Leonard Cramp

HIGH above Labrador, in a crystal-clear sky just before sunset on June 29 last year, a formation of strange objects closed in on the B.O.A.C. Stratocruiser 'Centaurus' and kept station with it for 18 minutes before disappearing over the horizon at the approach of an intercepting Sabre jet fighter sent up from Goose Bay airfield to investigate. Capt. James Howard, the pilot, his crew of eleven and a dozen of the fifty-one passengers he was flying to London saw the formation.

In his report Howard said the big object in some strange way seemed to have definite shape, although it changed from an inverted pear shape to a flying arrow or delta and a telephone receiver as they watched. But, he added, this may have been because it altered its angle of flight. It was roughly in the centre of the group, with the smaller ones extended fore and aft like a destroyer screen convoying a battleship.

"I counted six small ones," he said. "Sometimes there were three stretched out in front and three behind. Sometimes five stretched out in line ahead and only one behind." He added: "I had the impression that just before I got around to counting them there were more than six, which ties up with Lee Boyd's idea that they were flying in and out of the central object like aircraft entering and leaving a flight hangar." Lee Boyd was the 1st Officer aboard "Centaurus."

Convinced Saucer enthusiasts may find the reference to a change of shape difficult to explain, while some scientists will suggest that the phenomenon was a mirage and reject the Flying Saucer explanation. But careful study of Capt. Howard's statement, together with his valuable sketches, will indicate that he is probably right when he says the change in shape may have been due to the change of flight angle.

Using these as a guide, I have prepared two alternative suggestions which could conceivably coincide with the true shape of the object.

In Fig. 1 I have shown a three-view general arrangement of *one* particular shape suggested by Howard's sketches reproduced in Fig. 2. "A" represents the pear or side-view of the "mother ship"; "B" the delta plan view, and "C" the "telephone receiver" or end-view, which result in the three-dimensional impression shown in Fig. 3.

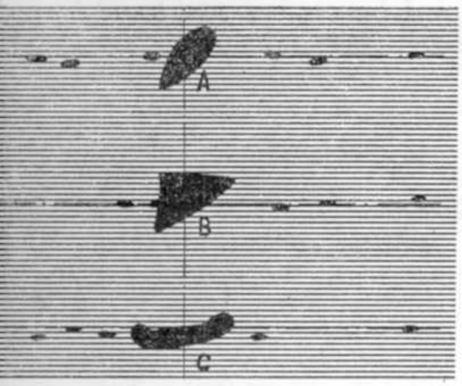


Fig. 2

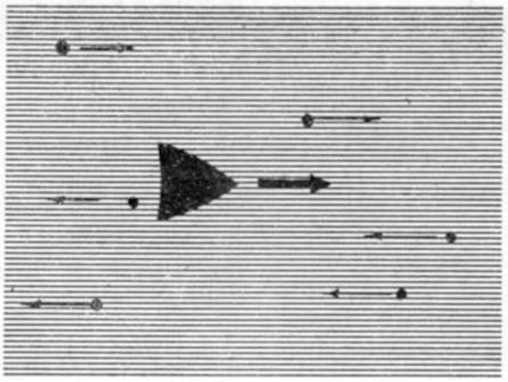


Fig. 4

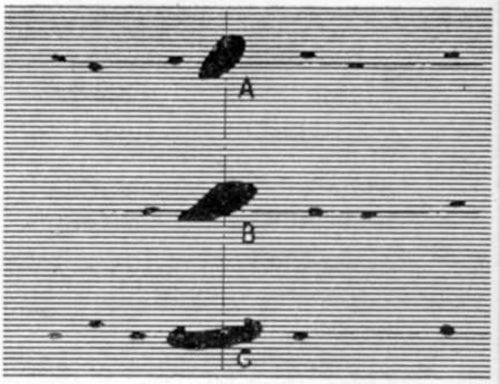


Fig. 2a

Howard may not have been far from the truth when he said: "It looked about the size of an ocean liner." Such a shape would lend itself very well to sea-going conditions, should it require to be ocean-based on earth.

Fig. 1a shows the alternative; the three-dimensional impression in Fig. 3a being reached by the process used to build up the impression in Fig. 3.

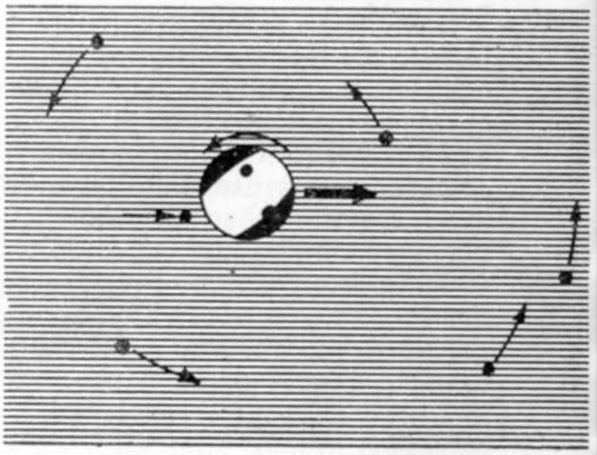
In the latter alternative the body of the ship is different in configuration—circular, in fact—and the apparent change could be explained by the vehicle tilting and rotating about a vertical axis. The pear shape in this case is the ellipse formed by the ship when seen at an angle, but because of one bulge being on the high side of the ellipse and the whole in silhouette, the ellipse becomes a pear.

The delta may have been a similar illusion formed by a different angle, showing the conical bulge on the top side of the ellipse, together with a small scout ship leaving at the lower rear part. The telephone receiver shape is self-explanatory, the two sides being interconnected by some transparent "roof" as depicted in the perspective view in Fig. 3a.

Figs. 4 and 4a give a possible explanation to the behaviour of the scout ships. In Fig. 4 they are shown cruising to and from the parent vessel and in Fig. 4a circling around it, giving an observer the impression that they are, in fact, moving back and forth. The latter is the more likely, since it conforms more closely to recorded Flying Saucer behaviour.

(Continued overleaf)

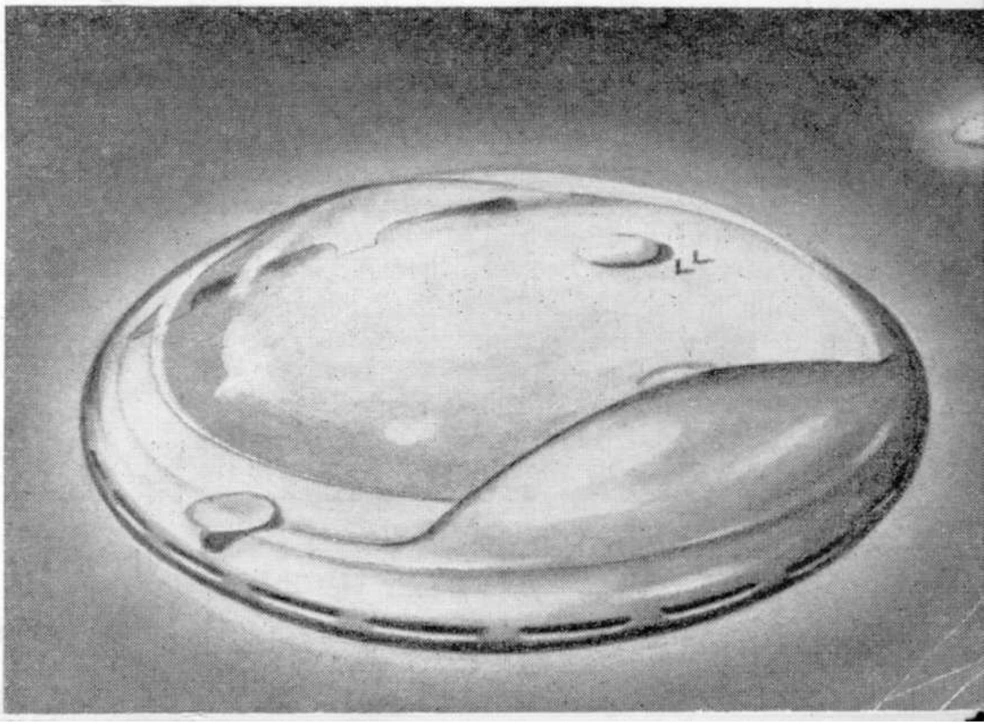
Fig. 4a



Figs. 2 and 2a show slightly different aspects of the original sketches by Capt. Howard, resulting in Figs. 3 and 3a. Figs. 4 and 4a show possible motion of small saucers.

Fig. 1a

Fig. 3a. The "Flight Deck" with its transparent roof and hangers together with the launching and landing aperture, are evident here.



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Regarding behaviour, the usual silence of Flying Saucers, their fantastic acceleration and deceleration and their indifference to our " solid " atmosphere has been sufficient to discourage some schools of scientific thought from investigation, let alone theorising.

On the face of it, their arguments appear quite sound, for they are based on the fact that missiles moving through the atmosphere at many thousands of miles an hour would make a considerable noise through air displacement and heat to a point approaching incandescence.

It would be true to say that Flying Saucers are brightest when they are travelling at high velocity, but the evidence is contradictory. How can an object heat up through excessive air friction and yet fail to make a noise? The glow and the colour changes associated with Flying Saucers must therefore be the result of an unknown phenomenon and nothing to do with air friction.

Many Flying Saucer students, guided by these facts, believe that U.F.O.s and their occupants must be etheric or intangible and do not react to our relatively dense state of existence. To my mind this is an erroneous belief, although I have no reason to doubt that such a change may take place at speeds near that of light. But at much lower velocities a solid vehicle will react normally. Its ability to move noiselessly is coincidental with the phenomenon and not the design.

The prohibitive accelerations which, according to our reckoning, would wrench any structure apart is difficult to analyse in a normal way. Therefore, a completely new approach to the problem must be made and it appears that a uniform field force, i.e. electro-magnetism, is used.

There is a snag to this, however. An electromagnetic field cannot influence all the materials and the crew in the vehicle; nor does it explain the complete absence of aerodynamic drag and, consequently, noise.

That the Flying Saucer is subjected to a uniform field of force there is little doubt; but, unlike basic electro-magnetism, this particular field force is all embracing, thereby giving each individual and part an equal acceleration without any relative velocity between them.

Moving in such a field a human being could take the most violent accelerations without the slightest physical awareness of the fact.

The only field force we know that can produce these results, and there is every indication that this is the secret of the Flying Saucers, is the gravitational field. In other words, U.F.O.s are minute planets under intelligent control.

In order to speculate further on this possible method of space travel, I have attempted to develop a theory on gravity itself, a detailed examination of which is beyond the scope of this article. But we can examine it in brief terms.

If we suppose a body in space, such as a planet, to be the focal point of " ether " waves which keep in position it can be deduced that when another body is present, each will upset the balance of the other by interfering with their respective " ether " waves and move towards each other.

I believe the same thing can be induced artificially; by modulating the waves on one side of a body which would then move through space.

Fundamentally this is the essence of the gravity field theory which I am convinced is the ultimate method of space travel. To compare it with our present-day speculations conveys very vividly the limitations of space travel by rocket propulsion.

There is a comparison—an egg when it is dropped. In the brief moment of its fall it is reacting to a gravitational field. There is no relative movement within the egg through acceleration and therefore no damage. When the first part of the egg (the bottom) reaches the ground, however, it decelerates rapidly. The top part, still charged with momentum, will try to carry on accelerating until it, too, is stopped.

What happens, then, is that the egg does not experience an instantaneous and uniform deceleration, but *a partial and continuously conveyed build-up of deceleration,* the damage resulting from the relative motion within the structure of the egg.

There in a simple everyday demonstration is a comparison of two forces possibly employed by Flying Saucers on the one hand, and the rather ungainly brutal method as used by man on the other; uniform acceleration without a change in structure and progressively conveyed deceleration resulting in structural disarrangement.

Such a hypothesis fits the observed facts. Yet, because thousands of people are witnessing phenomena which do not fit Newtonian Mechanics, the interplanetary Flying Saucer solution is largely debunked.

If the Flying Saucer does not appear to respect Newtonian Mechanics, without doubt it does conform to one of the fundamental elements of space and matter; the *gravitational field* that plays a very important part in Newtonian Mechanics, and of which we know so little.

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Readers are invited to elaborate on Leonard Cramp's hypothesis, to criticise its weaknesses or to submit new theories. Contributions will be examined by our scientific advisers and those considered worthy of publication will appear in subsequent issues of FLYING SAUCER REVIEW. —Ed.

THE TESTIMONY OF THE EXPERTS

by John Rowland

A Recent Convert to Belief in Flying Saucers

WE live in the age of the expert. If we want to know something about any particular subject, from atomic physics to Test Match cricket, we go to an expert to learn. If we have ambitions to take a university degree, we attend lectures by experts in the subjects in which we wish to be qualified. We go to a mathematician for mathematical information, to a theologian for information about theology, to a geographer for information about foreign countries, their climate, their industries, and their peoples. All this is perfectly understandable; it is even desirable in most cases, because, as knowledge has broadened, it has become less and less easy for one person to take all knowledge for his province. No longer, as in the days of Leonardo, can a man hope to be a great artist and a great scientist rolled into one.

Commonplace

This is something which has almost become commonplace in our time. It is, however, a little unfortunate when some quite new *kind* of event happens. Few scientists have thought about dowsing as a subject for scientific investigation; only a handful have shown any interest in the very fascinating experiments in telepathy and related subjects carried out by Dr. J. B. Rhine in the U.S.A. and by Mr. S. G. Soal and his collaborators on this side of the Atlantic. I have long known this, of course; and yet for a time—a considerable time—I allowed the tyranny of the expert to close my mind to the possibility of there being any truth in the repeated reports that strange objects in the sky were being sighted by observers in many countries.

Notice the reason for this reluctance to look at a new subject, though. When it became increasingly obvious, in the years following the end of the Second World War in 1945, that something odd was going on, either in the sky or in the minds of people who observed the sky, there were some experts whose word most non-scientists were inclined to take on such matters. There were the astronomers, who had studied the stars and planets for hundreds of years; there were the psychologists, who had studied the mind of man for a considerably lesser period. And when many people reported that they had seen queer things in the sky, the astronomers said: "Nonsense! *We've* seen nothing of the sort. They must be weather balloons, or bits of dust in your eye, or meteorites." And the psychologists added something about mass hysteria, and thought that the matter would be closed. For me, for quite a long time, it *was* closed.

Yet, all the time, the evidence accumulated. I read the book by Leslie and Adamski, I read accounts of such things as the Goose Bay Incident (I assume that readers of these pages will be to some extent familiar with the more sensational stories of sightings of Flying Saucers); and I wondered. Then one day it occurred to me what had been the fundamental error that I had made in thinking that the testimony of the astronomers and the psychologists had been the last word on the subject. The astronomers *were* experts on stars and planets and meteorites; the psychologists *were* experts on hallucinations and queer twists and quirks of the human mind. But suppose that these things in the sky were neither meteorites or hallucinations, the product neither of weather investigations or of mass hysteria? What then? Then there is no such person as an expert on this subject, there is no such person as a specialist with special knowledge. The reason why there is no such person as an expert is because this is a new kind of knowledge, the knowledge of something which has not previously been investigated. I know that writers have traced sightings of odd objects which may have been Flying Saucers back through the ages; I know that Desmond Leslie, drawing upon numerous sources, notably the writings of Charles Fort, that collector of queer information on so many subjects, had given the Flying Saucer a more or less respectable pedigree, stretching through centuries. But that does not alter my main contention, which is that the whole idea of the Flying Saucer, as an object from outer space, is new. It has come into the human consciousness only within (say) the last ten years or so. If the very possibility of such a thing had been mooted in 1939, it would have been completely and immediately laughed out of court.

Guessing

Consequently, there are no experts; one man's guess is as good as another's. The Astronomer Royal, in spite of his exalted position, knows no more (indeed he knows less) than the small boy who photographed a strange object which he saw descending from the sky at an isolated spot in the Lake District. The greatest psychologist in the world knows no more (indeed, he knows less) than the B.O.A.C. pilot who saw queer objects

flying parallel to his aeroplane in the sky over Labrador. Because, before we accept the word of the experts, we should ask: "Experts in what subject?"

It was really that idea that turned me from a complete sceptic on this matter to a man who feels that the problem is crying out for investigation. Scientists, in spite of their much-vaunted "open mind," are often noticeably reluctant to face facts which don't seem to fit into any comfortable scheme of thought. I have already mentioned dowsing and telepathy as examples of the problems which science has not really faced; it would seem that the Flying Saucer may be another such topic.

Remember, though, that I say nothing about the claims that creatures from outer space have landed, and have conversed with human beings; I say nothing about the stories put forward by such people as George Adamski and Cedric Allingham. These stories demand the attention not so much of scientists as of experts in another branch of human knowledge—legal experts accustomed to weighing up the value of evidence.

The position at which I have arrived, as (I hope) a perfectly ordinary man with the gift of perfectly ordinary common sense, is the position which I feel more and more people will be arriving at in the course of the next few years—the position that queer things have been seen in the sky, things which are outside the province of any of the experts who have pontificated on them, and that these things should be studied and investigated, calmly and coldly, in the light of reason, free from prejudice. It is only by such study that we can finally arrive at some kind of assessment of what these things may be.

One final word, as a type of footnote; it is something which I have already said in effect elsewhere; but I think that it is something which will bear saying again. I think that the use of the words "Flying Saucer" to describe these objects has been unfortunate. It has made the music-hall comedians a sheer gift; they have been able to make all kinds of jokes on the subject. It has made it very difficult for many of us to take the subject seriously. Perhaps if some learned name, derived from Latin or Greek, had been applied to them, they would have been more seriously studied. I don't know. It is probably too late to do anything about nomenclature, anyhow. But, whatever name be applied to them, they should be studied, and studied in all sincerity. Stories of sightings should be carefully collated; photographs should be compared; more books like Leonard Cramp's *Space, Gravity and the Flying Saucer* should be written. Then some of the sceptics may be convinced; then this subject, almost taboo among conventional scientists, may be put in its correct perspective. Then, too, real experts on this subject will arise. Only of one thing am I assured; these new experts will not agree with either the astronomers or the psychologists who dismiss the whole thing as nonsense.

MATTER OF FACT REPORTING

Flying Saucers and Common Sense. By Waveney Girvan. (Frederick Muller Ltd., 10/6.)

IT has been one of the somewhat unfortunate tendencies in the literature of the Flying Saucer that it has sometimes become entangled with matters that (on the surface, at any rate) have no direct connection with it. The most striking fact about Mr Girvan's book at a first reading is that it disentangles the occultism and other extraneous problems from the central issue, and presents it in its stark simplicity. In effect, he asks (and answers) one question, and one question only: "Are Flying Saucers mysterious vehicles coming from outer space, or can they be wholly explained away by some other means?" That question, and that question only, is what the man in the street asks; and if it is possible to say that the answer of the believer in the interplanetary explanation does less violence to common sense than the other answers put forward by the Astronomer Royal and such exalted folk, then the position will be immensely clarified for future investigators.

Mr Girvan does, quite incidentally, provide a convenient summary of information as to sightings which has previously been scattered over many books and in newspaper articles. He stresses one often neglected fact—that reports in the local, as distinct from the national, Press are most important. The national papers naturally tend to select sensational stories; the local papers, reporting things that happen in their own neighbourhood, know that they must give their readers straightforward descriptions of things that take place in familiar backgrounds. The merit of taking reports from local papers, as Mr Girvan almost invariably does, is that they are likely to be matter-of-fact and honest. And matter-of-fact and honest the whole book is, and all the more fascinating reading because of that.

J.R.

THE NEAR APPROACH OF MARS

by "Pisces"

In this article the author, a prominent astronomer, who does not believe in Flying Saucers, discusses the possibility of life on Mars.

WHETHER or not we believe that Flying Saucers are inter-planetary craft—and the present writer frankly does not think that such is the case—it is perfectly true to say that of all the planets, Mars is that upon which there is the best chance of finding life. Mercury we know to be virtually airless, and so is the moon, while the giant planets—Jupiter and the rest—are totally unsuitable from every point of view, while about Venus we know little except that its atmosphere is totally irrespirable. But Mars is a different proposition. There is an atmosphere, albeit a tenuous one; there is a little water, locked up in the icy polar caps; and the greenish areas that can be seen with any small telescope are almost certainly due to vegetation. Small wonder that astronomers take a keen interest in the Red Planet.

Unfortunately, Mars is a small world—its diameter is a mere 4,200 miles—and can only be well seen when comparatively close to us. These close approaches are infrequent. In 1924, Mars came within 36 million miles, which is about as near as it ever gets, and this will also be the case in the autumn of 1956. In 1954 the minimum distance was approximately 40 million miles, and large telescopes all over the world were busily engaged in trying to unravel some of the problems set by our fascinating neighbour.

Unusual Period

All of us remember the freak weather of last summer. Oddly enough—it may or may not be pure coincidence—Mars, too, was going through an unusual period. One of the regular phenomena observable on the surface is the "seasoned cycle," which means in effect that as the polar caps melt in the spring, and moisture is released, the darkish vegetation areas seem to wake to life, causing a "wave of darkening" that spreads from the poles towards the equator[1]. In 1954, this darkening was more conspicuous than usual, and some of the work by astronomers at Mount Wilson, Mount Palomar and in South Africa shows that the dark areas were also more strongly coloured than is normally the case. More than one observer described this colour as distinct bluish.

We still lack definite proof that the dark areas are vegetation at all, but indirect evidence seems to show that they are due to something that lives and grows. It is difficult to imagine any other substance reacting to the arrival of moisture in the way that is actually observed, and an even stronger argument has recently been put forward by the Estonian astronomer, E. J. Öpik[2]. Opik stresses first that we know definitely that the reddish-ochre tracts that cover much of Mars are dusty deserts, probably rocks overlaid with some mineral such as felsite or limonite; and we also know that winds on Mars can be quite strong—up to at least 30 knots, as can be shown from the movements of dust-clouds. Were the dark areas not due to something with regenerative powers, they would soon be overlaid by dust blown from the deserts, and the whole surface would assume a uniform, monotonous ochre hue.

Evidence in Favour

This objection also disposes of a new theory put forward by the American astronomer, Dr D. B. McLaughlin, who supposes the dark patches to be due to volcanic ash ejected from active volcanoes[3], and of the older idea of the Swede, Svante Arrhenius, who ascribed the greenish patches to areas coated with salts which absorbed moisture, darkening in the process. All things considered, the evidence in favour of vegetation on Mars is so strong that it is difficult to question.

If there are plants, there may also be chlorophyll, the green colouring matter that is found in all advanced plants on our own planet. Unfortunately, chlorophyll is very difficult to detect, even with modern instruments, and although Russian workers have stated that they have found definite indications of it[4] the evidence is still uncertain. However, some lowly plants, such as lichens, would not be expected to show chlorophyll, and it is very possible that the Martian vegetation areas are composed mainly of lichens and mosses.

Another investigation carried out in 1954 concerned the mysterious and highly important "violet layer," so called not because it appears violet to the eye—visually, it cannot be seen at all—but because it is only traceable on photographs taken in violet light or, more accurately, light of short wavelength. We know that the sun sends out large quantities of ultra-violet radiation, and we know also that this radiation is dangerous to human and animal tissue. Fortunately for us, a layer in our atmosphere (made up mainly of ozone, a special form of oxygen)

absorbs the harmful short-wave radiations. Mars has its own absorbing layer, and this is what we mean by the "violet layer," referred to by other writers as the "blue mist"[5].

In general, the Martian air is remarkably opaque to blue and violet light. On occasions, however, the absorbing layer seems to clear away for no obvious reason, and for a short period—a few days or less—the surface of the planet is exposed to the full barrage of the solar short-wave radiation. As might be expected, this has a marked effect upon the plants.

A major clearing of the violet layer occurred in 1941, when Mars was close enough to be well observed. It was studied by the American scientist, S. L. Hess[6]. Hess found that before the clearing, the plants making up the dark areas were developing normally; but while the violet layer was absent, the development was halted. Obviously, the sudden increase of ultra-violet radiation received upon the Martian surface held up the growth of the plants.

Seasonal Cycle

Something very similar seems to have taken place in 1954. Once again the violet layer rolled away; once again the plants were bombarded by short-wave radiation, and once again their normal development was halted for a period. As soon as the layer re-formed, conditions reverted to normal, and the progress of the seasonal cycle continued in the usual way.

Much less definite has been news of those enigmatical features, the Martian canals. The canals were first observed in 1877 by the Italian astronomer, Giovanni Schiaparelli, who described them as being straight, artificial-looking lines running across the ochre deserts, and presumably used to convey water from the moist polar caps to the arid deserts. Professor Percival Lowell[7], who devoted a lifetime to study of the planet, was firmly of the opinion that these canals were true artificial channels, used to irrigate the planet and built by a race of intelligent beings (even though he did not necessarily suppose these beings to be "men"). Later, however, many weaknesses were found in Lowell's theory. To be visible at all, the canals would have to be at least 30 miles broad, and the only way out of this difficulty would be to assume that a typical canal were composed of a central strip of water (possibly underground) surrounded on either side by a belt of cultivated land.

On the other hand, other workers with even larger telescopes than those at Lowell's disposal failed to see the canals at all, and the Greek observer E. M. Antoniadi stated categorically[8] that they were due to nothing more vital that tricks of the eye. However, observations made by Dollfus[9] at the Pic du Midi Observatory in 1952 and 1954 seem to show that the canals do exist—but not as Lowell drew them. Under ordinary conditions of seeing, the canals do indeed appear as artificial-looking lines; but when the seeing becomes excellent, the canals break down into disconnected spots and streaks.

It had been hoped that the great new 200-in. reflecting telescope on Mount Palomar would be used to settle this question. It had been planned to carry out an extensive series of observations of Mars in 1954 and in 1956. However, little was done with the 200-in. telescope in 1954, and the latest available information is that the Martian programme tentatively arranged for 1956 has now been abandoned.

Today, therefore, the age-old question "Is there life on Mars?" remains unanswered. We can only say that the air is too thin and oxygen poor to support any terrestrial man or animal, and the scientific view is that Martian life must be limited to low-type vegetation such as lichens and mosses.

On the other hand, the question is not yet closed. One day, undoubtedly, we shall know the answer; meanwhile, we can only watch, and do our best to find out from our irritatingly great distance of more than 35 million miles. We shall not see Mars well in 1955, as it will be almost on the far side of the sun; but in 1956 it will swing back once more, and it is reasonable to hope that some of the outstanding problems will be settled then.

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ARTIFICIAL SATELLITES

The Americans are rapidly approaching the stage when they will be able to establish a man-made satellite that will circle the earth like a miniature moon, says Derek Lawden, a lecturer at Birmingham's School of Technology, who worked on the Anglo-U.S. project M.O.U.S.E. (Minimum Orbital Unmanned Satellite Earth).

Last year Major Donald Keyhoe, author of the best seller, *Flying Saucers From Outer Space*, announced that two artificial satellites were already circling the earth.

It seems appropriate that in this first issue of FLYING SAUCER REVIEW *an account of what has occurred so far in the Flying Saucer saga be given for the benefit of readers new to Saucer research and as a "refresher course" to long-standing "saucerers." In this article our contributor deals with highlights since* 1947 *when the subject first gripped public imagination.*

HOW IT ALL BEGAN

by The Hon. Brinsley Le Poer Trench

ALTHOUGH Flying Saucers have been recorded through history and pre-history, it was not until June 24, 1947, that they began to make an impression and hit the headlines in the United States and subsequently in the rest of the world. On that day Kenneth Arnold was flying an aircraft in the vicinity of Mount Ranier, Washington State, when he spotted nine huge, gleaming objects speeding along at an estimated 1,200 miles an hour. Unfortunately he described them to Press reporters as being "saucerlike," which is how the term "Flying Saucer" was born and the subject became an international music-hall joke.

Though the Arnold incident was the first to be recorded in print, another of equal importance occurred three days earlier. Harold Dahl was at the tiller of a United States Coastguard patrol boat near Maury Island, Washington, when he saw almost directly above him, at an estimated height of 2,000 ft., five objects circling around another one apparently in difficulties. There wasn't a sound from any of them until the central object shed some white metallic-looking material and a shower of dark fragments with a loud boom. Thereupon the whole flight made out to sea.

The following month, on Independence Day, the pilot of an Eastern Airlines aircraft, Capt. E. Smith, and his first officer reported seeing nine Flying Saucers silhouetted against the evening sky near Boise, Idaho, when they were joined by a further four.

Tragedy

Little of consequence occurred again that year, but on January 7, 1948, a tragic incident took place. A huge red glowing object, seen by thousands of people throughout Kentucky and estimated by the State Police to be quite 250 ft. in diameter, appeared over Goodman Air Force Base, which "Scrambled" an F.51 Mustang fighter piloted by Capt. Thomas Mantell, U.S.A.F.

Airborne, Mantell radioed back that the object was immense, a colossal metallic thing. After a brief silence his voice crackled through the control tower loudspeakers: "It's still above me, making my speed or better. I'm making Angels 20 (20,000 ft.). If no closer, abandoning chase."

No more was heard from Capt. Mantell. Only fragments of his Mustang were found. It had disintegrated before striking the ground.

What happened to Mantell no-one really knows, although a number of suggestions compatible with known flying risks were put forward. However, six months later Capt. C. S. Chiles and 1st Officer John B. Whitted saw a glowing cigar-shaped craft with two rows of windows come hurtling towards their DC-3 Dakota out of the night in the vicinity of Montgomery, Alabama. After looking them over it disappeared at high speed, trailing a red-orange flame, rocking the DC-3 with its blast!

Authentic

One of the most authentic Saucer trackings ever made was recorded on April 24, 1949, near Arrey, New Mexico. J. Gordon Vaeth, an aeronautical engineer employed by the Office of U.S. Naval Research, in charge of launching giant "skyhook" balloons, and Charles B. Moore, a pioneer in cosmic ray research, picked up a whitish elliptical object much higher than the balloon they were observing and moving in the opposite direction.

Tracking it with a theodolite, they determined that it was an ellipsoid roughly 100 ft. in diameter, that its cruising altitude was about 56 miles and its speed around seven miles per second —25,000 miles an hour!

On April 27, 1950, a T.W.A. DC-3 piloted by Capt. Robert Adickes and Capt. Robert F. Manning was overhauled by a red glowing object that slowed down to formate on the airliner, heading west over Indiana at a height of 2,000 ft.. Adickes called Air Traffic Control, who said there was no other aircraft in the vicinity.

The air hostess and passengers were alerted and saw the eerie disc tagging along beside them, but when the pilot cut in as if to intercept it dived and raced off at high speed. Passengers who confirmed this important incident included two Boeing Aircraft Company engineers, C. H. Jenkins and D. C. Bourland.

India came into the picture in 1951, when a cigar-shaped object was seen over New Delhi by thousands of people on March 15. Three jet fighters of the Indian Air Force were sent up to investigate but the Zeppelin-shaped craft gained height and disappeared.

That August Carl Hart, Jnr., photographed a fabulous spectacle seen by hundreds, including three scientists, at Lubbock, Texas. Formation after formation of lights, about thirty in each, raced noiselessly across the sky. The scientists concluded that the lights were *not* reflections—they were too bright—and must have had a light source of their own. They thought they were 50,000 ft. up, travelling at around 1,800 miles an hour.

Nineteen fifty-two saw plenty of activity. Just before midnight on January 29 the crew of a B-29 bomber on a mission 20,000 ft. over Wonsan, North Korea, spotted a bright orange object only 3 ft. in diameter, surrounded by a blue halo, which followed them for about five minutes before speeding away.

Washington itself was the centre of attraction on July 20, when eight air traffic controllers under Senior Controller Harry G. Barnes watched seven round blips appear on their three radar screens.

On November 20, George Adamski claimed to have met the occupant of a Flying Saucer at Desert Centre, California, and to have conversed telepathically with him.

Britain did not really come into the picture until October 6, 1953, when Mr F. W. Potter, a member of the Norwich Astronomical Society, sighted through his 3½-in. refractor telescope an object which bore a remarkable similarity to those photographed by George Adamski. At least two other Norwich residents saw this Saucer and made separate reports.

On November 3 the crew of a Vampire jet fighter 20,000 ft. over Kent reported seeing a circular U.F.O., reflecting a fierce light, pass over them at high velocity. The same day an Army Radar Unit in S.E. London tracked an object which gave an echo equal to that normally reflected by a very large bomber. Three more radar trackings were released by the War Office—all in daylight, between September 14 and 22: one object at 70,000 ft., another at 50,000 ft. and the third at 60,000 ft.

Up in the North, on February 15, thirteen-year-old Stephen Darbishire, out with his cousin, eight-year-old Adrian Myers, photographed a Flying Saucer near Coniston, Lancs. It came down to earth about 100 yards from where he stood, disappeared behind rising ground, reappeared on the other side a few seconds later, tipped on its side and climbed away with a deep swishing sound. The photograph, developed by the local chemist, bears a very strong resemblance to the George Adamski pictures.

The first British contact with a space-man was claimed by Cedric Allingham on February 18, who said he spoke to and photographed a Martian from a Saucer that landed near Lossiemouth.

One of the most publicised incidents, the B.O.A.C. Stratocruiser sighting of June 30 over Labrador, is referred to elsewhere in this issue.

Radar has undoubtedly transformed the Flying Saucer picture, as blips caused by inversions and other known phenomena can easily be detected by experienced operators. It is likely, therefore, that it will be instrumental in providing an answer to something which may have a profound effect on us all and that will broaden our horizons considerably. We are not alone.

U.F.O. OVER VANCOUVER ISLAND

A BRIGHT metallic oval object flew over Sidney, Vancouver Island, on October 9 last year, writes Robert I. Knight from Qualicum College, British Columbia.

It was a fine day with a blue sky and no clouds. The time was about noon.

" I was standing outside the house of a friend of mine," he said, " when at a height of about 8,000 to 10,000 ft. a bright metallic-looking object, oval in shape and without any protruberences or projections of any kind travelled across the sky at great speed."

" It was silent and left no vapour trails," he added. " We saw it for about 30 seconds."

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